

Owingsville Outlook.

Published Every Thursday.

D. S. ESTILL, EDITOR.

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ANNOUNCEMENTS.

FOR COUNTY JUDGE.

We are authorized to announce Capt. George M. Ewing, of Pecked Oak, a candidate for County Judge of Bath, subject to the action of the Democratic party.

FOR JAILER.

We are authorized to announce D. S. Nixon a candidate for Jailer of Bath County (to succeed himself), subject to the action of the Democratic party.

We are authorized to announce Peter Manley a candidate for Jailer of Bath county, subject to the action of the Democratic party.

We are authorized to announce Omar Wilson a candidate for Jailer of Bath county, subject to the action of the Democratic party. Election, November, 1894.

Wm. H. Scott authorizes us to announce him as a candidate for Jailer of Bath county, subject to the action of the Democratic party. Election, November, 1894.

We are authorized to announce S. M. Wells, of the White Sulphur precinct, as a candidate for Jailer of Bath county, subject to the action of the Democratic party.

FOR ASSESSOR.

We are authorized to announce Woods B. Giddell, of White Oak, as a candidate, subject to the action of the Democratic party, for Assessor of Bath County.

I am a candidate for re-election to the office of Assessor of Bath County, subject to the will of the Democratic party. The term for which I am a candidate is of three years' duration and at the end thereof I will be a candidate for the office of Jailer.

I am a candidate for re-election to the office of Jailer of Bath County, subject to the will of the Democratic party. The term for which I am a candidate is of three years' duration and at the end thereof I will be a candidate for the office of Assessor.

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Bering Sea attention because the people in England had little real interest in Canada's seal catching, and also because a severance of business relations with this country would damage them more than it would profit them to shoot down East River bridge, the Liberty statue, and wreck generally the great buildings within reach of their monster guns on their armored battle-ships. But if arbitration had miscarried and war had come, where would the U. S. Government be? It would be in a similar situation to that of a man who went with rocks to hunt a grizzly bear and found Brer Bear.

The Monroe Doctrine, that says governments of the Eastern Hemisphere must neither colonize, nor annex territory nor make a conquest of any nation in the Western Hemisphere, appears to be the accepted policy of this nation. Men of all parties acquiesce in it. But how can the Monroe Doctrine be enforced without, at least, a navy of respectable proportions compared with other great powers?

The great preponderance of argument supports the building of a strong navy. If we don't build one we may expect in time to suffer all the humiliation of a thrashing by some great power, and the loss of enough property, trade and war indemnity to build a half-dozen navies.

With the vessels built and building, we have a splendid nucleus. The Government has profited by all the advances and improvements of the times in naval architecture, gun-making and armor-making. When a new ship goes into commission of the U. S. Navy now it may be safely claimed to have no superior of its class and scarcely an equal in the world.

Of the new navy there are now in commission 18 vessels: Monterey and Miantonomoh, heavily armored coast defense vessels, armed with the heaviest guns, which vessels, while not properly high-sea fighters, would rank as battle-ships of the second class, and would have no reason to run from anything afloat in a battle along the coast; the big armored cruiser New York, that could fight any cruiser afloat, but would be out-matched against the heavier armor and guns of the Monterey or Miantonomoh; the protected steel cruisers Baltimore, Chicago, Philadelphia, San Francisco, Newark and Charleston, large vessels, heavily armed, but no two would risk a battle with the New York; the protected cruisers Boston and Atlanta, about 25 per cent. inferior in size and armament to the Charleston; dispatch vessel Dolphin; Yorktown, Concord and ton, triplets, of which two be a match for either the or Atlanta; little gun practice vessel Ran.

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The second-class battle-ships Maine and Texas are similar in size and armament. They have heavy armor and large guns, but they are deemed a type of vessel that has already become obsolete while they are building, not being large enough and heavily enough armored to battle with the large vessels like the Indiana. They are delayed by the want of armor, and will probably go into commission some time during 1894 or 1895.

The armored coast-defense vessels Puritan, Monadnock, Terror and Amphitrite only await their armor to be rapidly completed. They are similar in size and fighting qualities to the Monterey and Miantonomoh—altogether ugly affairs for the best ships to tackle. The armored cruiser Brooklyn will be an improvement in size and fighting power over the New York, and will be ready for business about 1896.

The ram Katahdin is a naval experiment that is expected to send battle-ships to McGinty's domain like the Camperdown sent the Victoria last summer. The Katahdin in actual war may prove to be the most dreaded of vessels.

The Columbia is the fastest cruiser afloat, and is only second in size to the New York, but is unarmed. It will soon go into commission. Its twin-sister Minneapolis will be a year later in going into commission. These ships are the best developments of the fast, unarmored cruisers.

The fast cruiser Olympia is between the Columbia and Baltimore in size, and, like the former, is intended for destroying the fast ships of an enemy's merchant marine. The Olympia will soon be in active service.

The cruisers Cincinnati and Raleigh are of better and later design

than the cruiser slightly smaller in being inferior in The cruisers Deery and Marblehead are the smallest of the cruiser type be

The Machias and twin gunboats, seagoing tenders for river service.

The seven foregoing vessels soon be completed.

The dynamite vessel Vex with pneumatic guns for the dynamite shells, proved a fit and will be transformed into torpedo boat.

The torpedo boat No. 2 is building.

Making a total of 24 vessels building, and which will be completed and in commission before the end of 1897 if the armor makers can furnish the armor for the large ships. This will give the new Navy a fleet of 42 ships in all.

The present Secretary thinks that only first-class battle-ships and torpedo boats should now be built, as the fast passenger ships converted into commerce destroyers would be much more efficient and economical than fast cruisers built for war and Government purposes alone.

Economy is the word with the Democratic administration and with Congress, but there is a sort of practical economy that spends now to save more in the future. Such should be the policy in building an efficient Navy. There is no politics in it, for it is a provision for the country's defense.

J. J. VAN ALLEN, nominated by the President and confirmed by the Senate as Ambassador to Italy, declines the office, owing to the harsh criticisms because he contributed liberally to the Democratic campaign fund. Probably the more sensible among these critics have revised their opinions of Mr. Van Allen since reading his letter of declination and his second refusing to reconsider the. They can understand now why he had no thought of buying any other office. Might in the world would office under such Would any of the do it?

CORRESPONDENT

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